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SUPPLEMENT TO REPORT NO. 25X1

THIS IS UNEVALUATED INFORMATION

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1. The Czechoslovak Oder Navigation Company (Československá plavba Oderskou) (CSPO) has 18 barges which sail the river. Their capacities range between 280 and 800 tons on the downstream trip and from 250 to 650 tons on the voyage upstream. Small tugs operate between Wrocław and Koszę, Poland, a stretch that has 24 locks and between Koszę and Gliwice, with five locks. Larger tugs ply between Szczecin and Wrocław; on this stretch one lock is under construction at Brzez Dolny, 27 kilometers from Wrocław, at the 282 kilometer mark on the Oder (Odra).

2. The names of GSPC tugs which travel on these stretches are as follows:

n) Wroclaw-Kozle (Gliwice): OPAVA, VETKOVICE
 HANA, BECVA, OSLAVA and TRAKTOR VIII.

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b) Szczecin-Wroclaw: RIP, MOSKVA (both returned by the Russians to the Czechs together with three other ships on 10 September 1952), OSTRAVA, BOHUMIN [redacted] TROMA (returned by the Russians in 1951), PETER BEERUC, RYSEL and KARVINA. The ship is used only at Szczecin.

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3. The CSPO carries Upper Silesian coal and Czechoslovak sugar to from Szczecin to Kozle the cargoes are iron ore, scrap iron, barytes, apatite powder and food for cattle that is shipped from China to Russia in Russian vessels.

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5. Barges carry a two to four man crew depending if the craft is pulled or if it sails downstream alone. Most tugs have a crew of about seven. A tug can pull four to six barges downstream, three to four up. The MOSKVA, the most powerful of the tugs, can pull six barges upstream; it only takes six down because it cannot maneuver more. The trip from Moscow to Szczecin takes four days; going upstream in the reverse direction consumes about 10 days.

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Whereas the boats of the Polish company may sail day and night, the CSPO ships may travel only from 2:00 a.m. until dark falls. The Czech line suffered about 20 accidents in 1952 [redacted] in these, two barges were sunk.

7. Tugs and barges are checked very thoroughly by customs officials at Krosno, at Schoenefeld by WOP, at Gryfino by police, WOP and customs guards. Controls are sometimes lax on Sundays and holidays.
8. For a long period, Czechoslovak and Polish ships on the Oder were in the habit of helping one another. A Polish tug would take Czech barges if a Czech tug were not available and vice versa. This procedure stopped in January 1952 and has not been resumed.
9. The Polish State Oder Navigation Company (Polska Zegluga Panstwowa na Odrze) (PZPO) has about 25 tugs on the Gliwice-Wroclaw line, about 20 on the Wroclaw-Szczecin run and about 200 barges. The Poles carry Upper Silesian coal from Kosle to Wroclaw for the factories there and further on to Szczecin for export. From Szczecin, on the downstream trip, they carry iron ore, apatite powder, large quantities of very fine sand and scrap iron to Kosle.

1. [redacted] Comment: Now the Czechoslovak Elbe-Oder Navigation Company (Ceskoslovenska plavba labsko-oderska -CSPO).

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